

## MEETING RECORD

**NAME OF GROUP:** Urban Design Committee

**DATE, TIME AND**

**PLACE OF MEETING:** Wednesday, October 1, 2003, 3:00 p.m., Room 206, County-City Building, 2<sup>nd</sup> Floor, 555 South 10<sup>th</sup> Street, Lincoln, Nebraska

**MEMBERS AND OTHERS**

**IN ATTENDANCE:**

<b>Members:</b>	Michael Eckert, JoAnne Kissel, Dennis Scheer, and Scott Sullivan (Third World Oforah, Gordon Scholz, and Kim Todd absent.)
<b>Others:</b>	Mike DeKalb, Ed Zimmer, and Michele Abendroth (Planning Department)

**STATED PURPOSE**

**OF THE MEETING:** Regular Meeting of the Urban Design Committee

Mr. Scheer called the meeting to order at 3:04 p.m.

### Approval of meeting notes of August 6, 2003

Mr. Eckert moved approval of the August 6, 2003 minutes, seconded by Mr. Sullivan. Eckert, Kissel, Scheer, and Sullivan voting 'yes'; Oforah, Scholz, and Todd absent.

### Discussion of urban design impacts of Interstate 80 improvement project.

Mike DeKalb of the Planning Department stated that the Department of Roads has embarked on a long-term project to widen Interstate 80. The Planning Director felt it would be appropriate to get comments from this Committee on that project. The project will be done in phases, with some of the bridgework beginning this year. One of the things they are interested in is the substantially changing grade. One observation is that almost the entire length of the project is within the existing road right-of-way, which kept the slopes tight. They found no areas of significant impact. The Planning Department's findings include the following:

1. The project stays almost entirely within existing right-of-way. Impacts to the side are by the shift of road surface and the matching shift of the slope to grade.
2. The 7<sup>th</sup> street berm is outside the project. Noise walls will be provided by the state.
3. Pinecrest and the required noise berms on that project are not affected.
4. North 27<sup>th</sup> and I-80 will have up to 6 foot cuts but abuts the excavation permit to the north and car dealership to the south.
5. Arbor Road will have a 10 to 12 foot drop in the I-80 road surface. This could have a positive noise benefit to abutting property.
6. Much of the project is held up to 3 to 1 slopes, switching to 4 to 1 side slopes past 56<sup>th</sup> Street.
7. Cuts on the south side past 56<sup>th</sup> are substantial but abut approved excavation sites.
8. The Northwest 48<sup>th</sup> Street intersection is being redesigned to two loops and the right lane merge on Northwest 40<sup>th</sup> is being changed to a more expected lane merge.
9. Landscaping and plant material within the current right-of-way will be severely impacted. The Department of Roads should be encouraged to do full replacement and use extra effort on restoration, perhaps using additional seeding of flowers in the native grass seeding. It is important to note that this is an entryway to the Capitol City.

Mr. DeKalb noted the biggest observations are that there is no impact on the right-of-way and the

removal of the landscaping.

Mr. Scheer stated that from a broad urban design perspective, there are some opportunities to help allow this corridor to make a statement about the fact that there is a City there. Urban development is starting to lap at the edge at this corridor. As you approach the City exits, you would certainly think the Department of Roads would want to say this is where the entry to Lincoln starts. It all goes back to landscaping. He feels that we should support this, but we also need to remember that this is important to the City and to the state.

Ms. Kissel stated that she feels something is missing as there is no landscape plan. She suggested that the City cooperate with the Department of Roads in reviewing landscape designs.

Mr. Scheer also suggested that we state that it is important that they are recognizing the right-of-way and they aren't abusing that.

Mr. Eckert noted that possibly they could come back at a later date and do some enhanced landscaping if there are budget constraints currently.

Mr. Sullivan asked how extensive the use of the noise walls is. Mr. DeKalb responded that it is minimal.  
**Vendor carts and sidewalk cafes - ordinance review committee and project reviews.**

Mr. Zimmer informed the Committee that the Mayor has appointed a Sidewalk Ordinance Review Committee to revisit where we are now and try to juggle fire inspection, liquor licenses, public health, and urban design issues. The thing that is likely to merge from this review is language stating that this is a sidewalk café and not a beer garden. They are wanting to be more explicit in the language. They also want to give the Council authority to deny an application if there are too many sidewalk cafés in a particular area.

#### **Staff report/miscellaneous**

Mr. Zimmer explained the proposed use permits process and stated that when individual projects come in, the Planning Department is to review the plans against the standard prescribed. Mr. Scheer stated that if a developer hires an architect, it will work fine. But more than likely what will happen is that the developer will try to put something together without hiring the right professionals.

Mr. Zimmer stated that there would be a review at the building permit level on whether there is general conformance with what has been shown on the permit. Mr. Eckert stated that his interpretation is that Building and Safety would make the determination on whether the building meets a certain percentage of brick coverage, for example. Mr. Sullivan added that there is some value in avoiding the subjective things, but on the other hand, there are sight plan issues that cannot be overlooked. Mr. Zimmer noted that there may be more discretionary reviews that will be done by planners.

There being no further business, Mr. Scheer adjourned the meeting at 4:01 p.m.